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2007-2014 Shelby GT500 Install Instructions



Installation Notes:

Customers with 2013 and up GT500's with the Track Pack Option, you are limited to a 10% overdrive damper due to the addition of the oil cooler and the proximity of the lines to the damper. Modification and/or removal of the lines is necessary in order to use a 15% overdrive damper.

Stock Supercharger Belt is used for Standard Diameter Damper.

Gates Belt # K100852 (or equivalent) is required for 10% Overdrive Dampers when used with the factory supercharger pulley. This belt is available at most local auto parts stores or industrial supply house. For applications using non stock diameter idler pulleys, non stock

superchargers or non stock supercharger pulleys, the belt length may need to be increased or decreased to fit your application.

The factory bolt is torque to yield and should only be used one time. The included crank bolt is a non-torque to yield bolt and may be reused is needed. Make sure to apply some red Loctite to the supplied crank bolt prior to tightening to **90 ft-lbs.**

Use the supplied Extreme Pressure lube on the inside of the damper hub, outside of the crank snout and under the head of the bolt. This lube will help the damper install and remove easier. Additional lube can be purchased from Innovators West if needed.

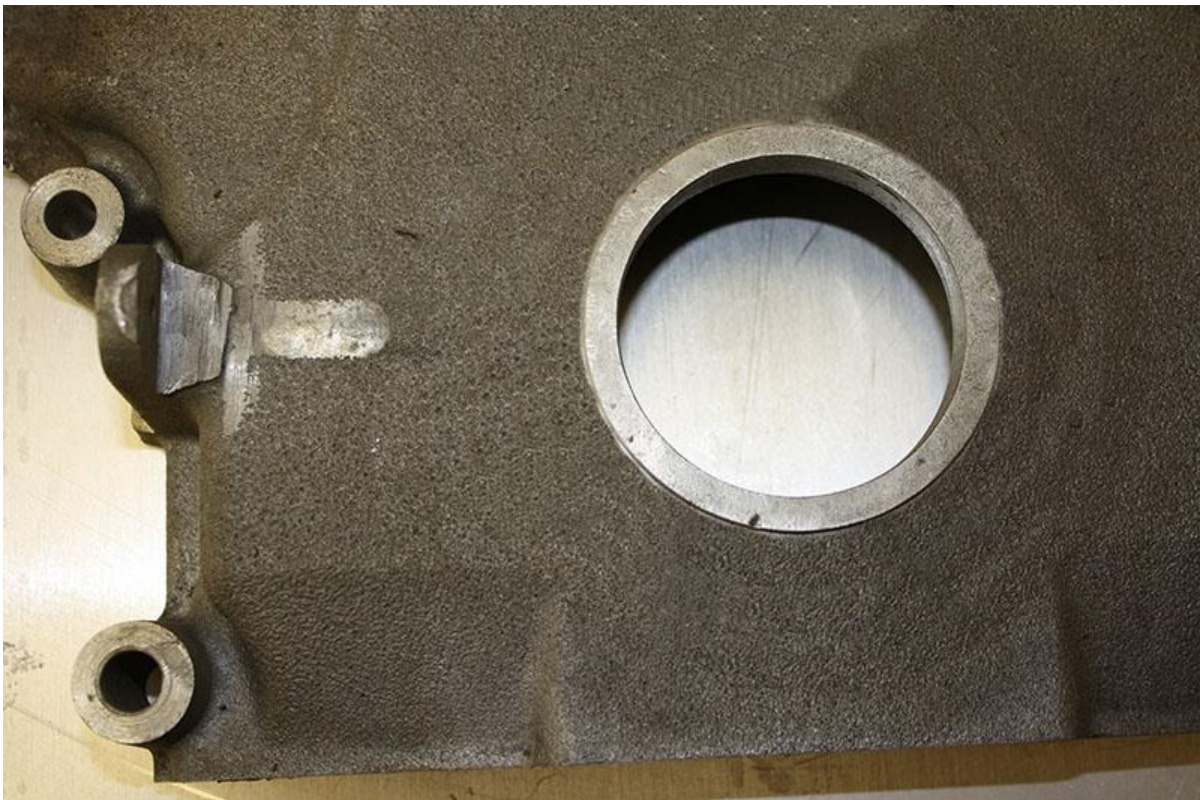
DO NOT remove the hub from the damper case. Install as a complete assembly!

Innovators West Damper Install Video:

https://www.youtube.com/watch?v=S0swLZ3Q_sA

Pictures of the modified crank sensor mounting boss

Overdrive dampers will require grinding on the factory crank sensor mounting boss for clearance (see picture below).



Measure over 4.140" from the center of the crankshaft and make a mark on the crank sensor mounting boss. This mark will indicate how much of the boss must be removed for proper clearance. The boss must be ground down to within .070" of the surface of the timing cover for proper clearance on the rear of the damper. We also suggest checking the height of the

factory TDC and 10* timing marks higher up on the cover and reducing the height of these cast in marks as needed.

Removal Notes:

There are 3 M10-1.50 threaded holes in the center of the damper. These holes are provided for use of bolting on the factory Ford GT Supercar dry sump oil mandrel. These holes **are not** to be used to remove the damper from the crankshaft. Removal of 3 of the 6 - 5/16" socket cap screws holding the case to the hub will allow for a pulley to be secured to the damper for removal (see picture below). These socket cap screws are 5/16" - 18 thread pitch and will allow your removal tool to be bolted into the steel hub at the rear of the damper for removal of the damper as a complete unit.



Bolt Torque Specs:

During installation or when reinstalling after removal, it may be necessary to torque fasteners on the damper. The following chart can be used for bolt torques with the Innovators West dampers.

**5/16-18 Bolts – 20 ft-lbs
3/8-16 Hub Bolts (Steel threads) – 30 ft-lbs.
3/8-16 Pulley bolts (Aluminum threads) – 25 ft-lbs.**

For any other fastener torque specs, please call Innovators West at 785-825-6166.